Please replace any previous claims with the following claims:

1. (Amended) A non-negative acceleration control system for use in vehicles comprising an external transmitter, and an internal non negative acceleration control

wherein said external transmitted emits a positive acceleration limitation signals when the speed of a vehicle reaches zero,

wherein said internal non-negative acceleration control receives said positive acceleration limitation signals and is~~and~~ operatively coupled with the acceleration system in a vehicle, wherein said non-negative acceleration control system is not capable of causing negative acceleration in said vehicle.~~and~~

wherein said vehicle cannot accelerate beyond a threshold velocity, when a positive acceleration limitation signal is transmitted.

2. Cancelled.

3. (Original) The non-negative acceleration control system as recited in claim 1, wherein said control system is activated by receiving a signal from a transmitter located externally to said vehicle.

4. (Amended) An acceleration control system for a vehicle including: a receiver configured to accept electromagnetic signals; an activation module coupled with said receiver, wherein said activation module generates a signal if said receiver detects activation signals; an accelerator control unit coupled with said activation module and the acceleration system of said vehicle; wherein said activation module includes a signal from a velocity input signal line, said signal indicating that the velocity of said vehicle has reached a low threshold, said activation module incapable of activating said accelerator control unit unless said velocity of said vehicle has reached a low threshold,

wherein said vehicle cannot accelerate beyond a threshold velocity, when a positive acceleration limitation signal is transmitted.

5. (Amended) A activation module for acceleration control in a vehicle, wherein said module includes an input from a receiver and an input from a velocity signal line, said activation module coupled to a power source and a power output, said activation module sending power though said power output if said input from a receiver and said input from said velocity signal line are present,

said activation module becoming active when a low threshold velocity is detected and said input dependent on the velocity of a vehicle located in front of said vehicle.

6. (New) The module for acceleration control in a vehicle as recited in claim 4, wherein said low threshold is zero.

7. (New) The module for acceleration control in a vehicle as recited in claim 6, wherein said threshold velocity is determined by the velocity of a second vehicle in front of said acceleration controlled vehicle.

8. (New) The module for acceleration control in a vehicle as recited in claim 7, wherein said

9. (New) The control system as recited in claim 1, wherein said internal acceleration control is continuously activated until said vehicle exits a traffic congestion control zone or a traffic event has subsided.

10 (New) The control system as recited in claim 9, wherein said traffic event is an average spacing between vehicles.

11 (New) The control system as recited in claim 9, wherein said traffic event is a low threshold velocity of a number of vehicles.

12 (New) The control system as recited in claim 9, wherein said traffic event is a low threshold velocity of a number of vehicles in combination with an average spacing between vehicles.

13 (New) The control system as recited in claim 9, wherein said traffic event is an externally detected event.

14. (New) A method for dissipating vehicular gridlock along a stretch of roadway comprising:

detecting a traffic event that requires non-negative acceleration control in a number of vehicles that are located in a control zone;

sending a signal to at least one vehicle of said number of vehicles, said at least one vehicle having reached a threshold velocity of zero and said vehicle equipped with a non-negative acceleration goverenor;

said signal configured to limit the velocity of said at least one vehicle to less than that of another vehicle in front of said at least one vehicle,

wherein said signal cannot reduce the velocity of said at least one vehicle.